

## **CHAPTER 9**

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# **CONTINGENCY MEASURES**

**Introduction**

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## INTRODUCTION

In order to achieve the improvement in air quality specified in the AQMP, the control measures listed in the Plan must be adopted and implemented within the timeframes set forth. In the event that implementation of the AQMP is not providing adequate progress and the interim emission reduction goals have not been met, the District must take action to bring forward measures that are scheduled for later adoption or implementation, or to implement certain "contingency" control measures. These contingency measures are control options that could be instituted in addition to the AQMP control measures. Both state and federal Clean Air Acts require that district plans include contingency measures.

## CONTINGENCY MEASURES

The draft 2003 AQMP contains 3 contingency control measures. Although implementation of these measures is expected to reduce emissions, there are issues that limit the viability of these measures as AQMP control measures at this time. Issues surrounding these measures include, but are not limited to the availability of District resources to implement and enforce the measure, cost-effectiveness of the measure, potential adverse environmental impacts, potential economic impacts, effectiveness of emission reductions, and availability of methods to quantify emission reductions. Table 1 lists the contingency control measures and adoption/implementation issues associated with the measure. The responsibility to adopt and implement the measures falls on the District, CARB, and EPA. A complete discussion of the control measures is included in Appendix IV-A, Section 2; however a summary is provided in this chapter.

**TABLE 1**  
**Contingency Control Measures**

AQMP Measure Number	Title	Issues
CTY-01	Accelerated Implementation of Control Measures	Resource Availability
CTY-04	Enhanced Oxygenated Fuel Content for CO	Potential NO <sub>x</sub> Emission Increases
CTY-14	Emission Reductions from Miscellaneous Sources (Weed Abatement)	Unquantified Emission Reductions

**CTY-01 – ACCELERATED IMPLEMENTATION OF CONTROL MEASURES:**

Under the 1990 Clean Air Act Amendment, EPA recommends “as a contingency measure the requirement that measures which would take place in later years if the area met its RFP target or attainment deadline, would take effect earlier if the area did not meet its RFP target or attainment deadline.” Thus, in the event the District or Air Resources Board determines that the District failed to either achieve interim emission reduction goals or maintain adequate progress towards attainment of ambient air quality standards, the District will accelerate the implementation schedule. This contingency control measure proposes to accelerate the starting implementation date for the stationary and mobile source control measures that have implementation dates on and after 2004. The proposed starting and revised starting implementation dates of the stationary and mobile source control measures affected by this contingency control measure are shown in Table 2. However, the revised dates are not deemed feasible at this time but will be pursued if contingency actions are required at a later date.

**TABLE 2**

**Proposed Contingency Implementation Schedule for Stationary Source Control  
Measures with Starting Implementation Dates Post 2004**

CM Number	Control Measure Title	Adopt Date	Starting Implementation Date		End Implm. Date
			2003 AQMP	Revised	
CTS-07	Further Emission Reductions from Architectural Coatings (Rule 1113) (VOC)	2003	2006	2005	2008
CTS-10	Miscellaneous Industrial Coatings & Solvent Operations (Regulation IV and XI) (VOC)				
	Phase I	2004	2006	2005	2008
	Phase II	2005	2007	2006	2009
	Phase III	2006	2008	2007	2010
FUG-05	Emission Reductions from Fugitive Emission Sources Phase III (VOC)	2003	2005	2004	2008
CMB-07	Emission Reductions from Petroleum Refinery Flares (All Pollutants)	2004	2005	2004	2004
CMB-10	Additional NO <sub>x</sub> Reductions for RECLAIM (NO <sub>x</sub> )	2004	2006	2005	2010
BCM-07	Further PM <sub>10</sub> Reductions from Fugitive Dust Sources (PM <sub>10</sub> )	2004	2006	2005	2005
BCM-08	Further Emission Reductions from Aggregate and Cement Plant Manufacturing Operations (PM <sub>10</sub> )	2004	2006	2005	2005
PRC-03	Emission Reductions from Restaurant Operations (PM <sub>10</sub> )	2003 2004	2004 - 2010	2003	2010

TABLE 2 (Cont.)

**Proposed Contingency Implementation Schedule for Stationary Source Control Measures with Starting Implementation Dates Post 2004**

CM Number	Control Measure Title	Adopt Date	Starting Implementation Date		End Implm. Date
			2003 AQMP	Revised	
PRC-07	Industrial Process Operations (VOC)				
	Phase I	2004	2006	2005	2007
	Phase II	2005	2008	2006	2010
MSC-05	Truck Stop Electrification (All Pollutants)	2005	2007	2005	2007
MSC-06	Emission Reductions from Wood-Burning Fireplaces & Wood Stoves (PM10)	2005	2006	2005	2005
MSC-07	Natural Gas Fuel Specifications (NO <sub>x</sub> )	2005	2007	2006	2010
FSS-05	Mitigation Fee Program for Federal sources (All)	2005	2010	2008	2010
FSS-06	Further Emission Reductions from In-Use Off-Road Mobile Vehicles and Equipment (All)	2005	2007	2006	2010
FSS-07	Emission Fee Program for Port-Related Mobile Sources (All)	2006	2008	2007	2010

**CTY-04 – ENHANCED OXYGENATED FUELS CONTENT:** This contingency control measure proposes to increase the oxygen content of gasoline sold in the Basin during winter months. The oxygen content would be as high as necessary to offset one years worth of emissions growth associated with increased vehicle miles traveled (VMT). To ensure that implementation of this contingency control measure does not result in significant increases in NO<sub>x</sub> emissions, measures can be taken such as avoiding specific types of oxygenates.

**CTY-14 – CONTROL OF EMISSIONS FROM MISCELLANEOUS SOURCES:** This contingency control measure proposes future regulations to require mowing or cutting for weed abatement. Such a requirement would likely be implemented through clarifications and/or additional requirements through Rule 403 –Fugitive Dust. Additional controls could include provisions to limit weed abatement to the early morning hours (winds are typically lower in the morning), lower vehicle speeds or, in instances when mowing is not feasible, require pre-treatment of the site with a watering truck.